



U M O D P C



Convoy
Operations
612-401-03



Convoy Operations



Key References,
Organizations
and
Documentation



References - Convoy



- FORSCON/ARNG Regulations 55-1: Unit Movement Planning, Chapter 7
 - Defines convoys
 - Outlines responsibilities of planners
 - Addresses convoy issues



612-401-43



References - Convoy (Cont)



- FM 55-30: Army Motor Transport Units and Operations, Chapter 5
 - Devoted to convoy control and planning
 - Discusses entire convoy process



FM 55-30

UMO/DPC

612-401-403



References - Convoy (Cont)



- FM 55-65: Strategic Deployment, Chapter 5
 - Convoy Organization
 - The different elements in a convoy
 - Furnishes instructions for time and distance factors

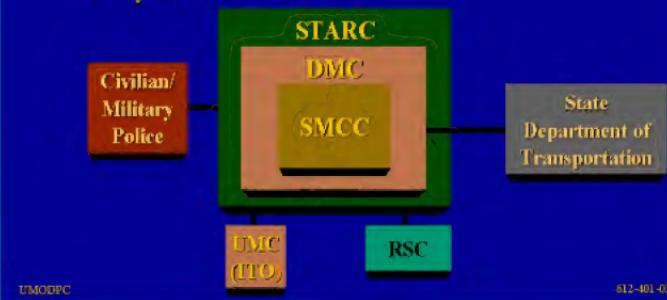




Key Organizations / Staff



- Agencies involved directly or indirectly with convoy movement





Key Organizations/Staff -- Unit Movement Coordinator (UMC)



- Unit Movement Coordinator (UMC)
 - Assists in coordinating requests for convoy clearances & special hauling permits
 - Coordination includes contacts with DMCs & SMCCs

UMC
(ITO)



Key Organizations/Staff -- State Area Command (STARC)



- State Area Command (STARC)
 - Army National Guard (ARNG) organization in each State
 - Controls mobilized ARNG units from HS to Mobilization Station (MS)
 - Includes Defense Movement Coordinator (DMC)





Key Organizations/Staff -- Defense Movement Coordinator (DMC)



- Defense Movement Coordinator (DMC)
 - Convoy approval authority for all DOD highway movements, Active & Reserve
 - Operates State Movement Control Center (SMCC) to manage convoys
 - Maintains MOBCON - automated system to centrally control convoy movements





Key Organizations/Staff -- State Movement Control Center (SMCC)



- SMCC
 - Processes and coordinates convoy requests
 - Interface between military (DOD)
& civilian (DOT) agencies that
control the use of highways,
tunnels & bridges





Key Organizations/Staff -- State Dept. of Transportation

- State Department of Transportation (SDOT)
 - Sets limitations & restrictions on length, width, height & weight of vehicles & loads on interstate highways, bridges & tunnels within its state
 - FM 55-30, Appendix E



State Department
of Transportation



Key Organizations/Staff – Civilian / Military Police



- Civilian police/military police
 - Military &/or civilian police support required along convoy route must be coordinated through installation provost marshal or SMCC
 - UMOs obtain the assistance of civilian police as required for convoy movement through critical areas
 - Police support for more distant areas may be arranged through DMC/SMCC

Civilian/
Military
Police



Key Organizations/Staff -- Military Traffic Management Command (MTMC)

- Military Traffic Management Command (MTMC)
 - Coordinates highway policy & related matters between military & civilian authorities
 - Maintains national directory of state personnel that may be contacted for special highway permits & a list of DOD personnel authorized to request permits
 - Takes action to resolve denial of permits

UMOOPC



612-401-48



Introduction to Convoy Documentation



DD Form 1265 -- Request for Convoy Clearance



Front

Back



DD Form 1265 (Cont)



- UMO must complete DD Form 1265 to obtain a convoy clearance number
 - **RC:** Convoy requests must arrive at STARC (DMC) NLT 45 days before proposed convoy
 - **AC:** Convoy requests must be submitted via UMC/ITO to arrive at STARC (DMC) NLT 10 days before the proposed convoy, or per local policy



DD Form 1266 --
Request for Special Hauling Permit



J-30107-1000-A-Subunit-Polypeptide		Sample ID:	1000
Description:		1000	
Date:		10/10/2000	
Prepared by:		John Doe	
Receptor:		G-protein coupled receptor	
Source:		Human	
Purity:		95%	
Concentration:		1 mg/ml	
Storage:		-20°C	
Product Information			
Product Name: J-30107-1000-A-Subunit-Polypeptide			
Product ID:	J-30107-1000-A-Subunit-Polypeptide	Batch ID:	1000
Quantity:	1000	Unit:	mg
Expiry Date:	10/10/2000	Shelf Life:	1 year
Comments:	This product is a recombinant protein expressed in E. coli.		
Assay Results			
Assay Type	Assay Value	Assay Unit	Assay Description
Protein Content	95%	mg/ml	Measured by Bradford assay
Purity	95%	%	Measured by HPLC analysis
Homogeneity	95%	%	Measured by SDS-PAGE analysis
Infectivity	95%	PFU/ml	Measured by plaque assay
Other Assays			
None			

Front

Back



DD Form 1266 (Cont)



- DD Form 1266: Used to obtain special hauling permits for movement of oversize/overweight vehicles over public highways as part of a convoy or when traveling separately



FM 55-30, Appendix E



SUMMARY OF U.S. SIZE & WEIGHT LIMITS

© American Trucking Associations, Inc., January 1998
LENGTH (FT-16)

STATE	HEIGHT	WIDTH	Tractor-Trailer Combinations				Tandem Combinations		
			Track (Single Unit)	Overall Length on Interstate & National Network*	Overall Length Off National Network*	Overall Combination Length on Other Roads	Single or Tractor on Interstate & National Network	Tandem Combination Length on Other Roads	Single Track + Trailer
Alabama	12-6	102 ^a	49-0	57 ^b	59-0 ^c	NR	28-6	29-6 ^d	52-6
Alaska	14-0	102	49-0	48	48	79	95-7 ^e	75	NR
Arizona	14-0	102	49-0	57-8	53-0 ^f	65 ^g	28-6	28-6	NR

- Each state has specific regulations governing the use of its highways

North Carolina	12-6	102 ^a	49-0 ^b	53 ^c	52 ^d	62 ^e	28	8P	60
North Dakota	14-0	102	50-0	50	53	75 ^f	53 ^g	75 ^g	75 ^g
Ohio	13-6	102	49-0	53	53	NR	26-6	16W	65



DD Form 626 Motor Vehicle Inspection (Transporting Hazardous Materials)



- Vehicles must be inspected, deficiencies corrected & DD Form 626 completed before hazardous material is loaded



DD Form 836

Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government

Front



Back

612-401-03

174080



DA Form 5748-R



Shipment Unit Pack List and Load Diagram

Date: 10/10/07		Time: 10:00 AM	
Initials: JGD		Signature: JGD	
Address: 123 Main Street, Anytown, USA		Phone: (555) 123-4567	
Age: 25		Weight: 150 lbs	
Height: 5'10"		Blood Type: O+	
Gender: Male		Occupation: Student	
Employer: N/A		Hobbies: N/A	
Allergies: N/A		Medications: N/A	
Diseases: N/A		Immunizations: N/A	
Family History: N/A		Social History: N/A	
Past Medical History: N/A		Physical Exam: N/A	
Social History: N/A		Vital Signs: N/A	
Past Medical History: N/A		Diagnostic Tests: N/A	
Social History: N/A		Treatment Plan: N/A	
Past Medical History: N/A		Prescription: N/A	
Social History: N/A		Notes: N/A	
Past Medical History: N/A		Signature: JGD	

Front

Back

Back



FORSCOM Form 285-R
Vehicle Load Card

Front



Back

ЧИНОДРОС

612-401-03



Organize
the
Convoy



Convoy Planning



- Convoy planning of a unit's personnel, supplies, and equipment rests with you



- There are many considerations that impact convoy planning and preparation



"Convoy" Defined



- A convoy is:
 - Any group of six (6) or more vehicles under the control of a single commander
 - When 10 or more vehicles per hour move to the same destination over the same route



Convoy Organizational Elements

- Three (3) elements:
 - ① March column / convoy commander
 - ② Serial / serial commander
 - ③ March unit / march unit commander



Convoy Organizational Elements (Cont)



← ----- March Column ----- →



Convoy Organizational Elements (Cont)





Convoy Organizational Elements (Cont)





Convoy Organizational Elements (Cont)



March Unit

March Unit

March Unit

March Unit

Serial

Serial

◀ ----- March Column ----- ▶



Three Functional Elements of a Convoy



- Three functional elements:





Three Functional Elements of a Convoy (Cont)



- Head: First vehicle in convoy
 - Marked with blue flag
 - Carries "pacesetter"
 - Subordinate commander responsible for setting the pace to maintain prescribed schedules & rates of march
 - Keeping convoy on proper route





Three Functional Elements of a Convoy (Cont)



- Main Body:

- Largest part of convoy



- Follows pacesetter

- Typically divided into serials & march units for easier control & management



Three Functional Elements of a Convoy (Cont)



- Trail: Last element of convoy
 - Maintenance, refueling & medical support assets
 - Trail officer is normally responsible for handling march discipline, breakdowns, straggling vehicles & accident scene control
 - Last vehicle in trail element should be marked with a green flag

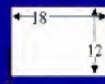




Convoy Identifiers



- Commander's flag



- Size of convoy flags



- Flags must be displayed on left side of vehicles front or rear



Convoy
Follows



Lead
blue
flag



Rear
green
flag

Convoy
Ahead



Convoy Clearance Numbers (CCNs)



- Every convoy must be identified by a CCN
- CCN assigned by DMC of state convoy originates in
- Identifies convoy during entire movement

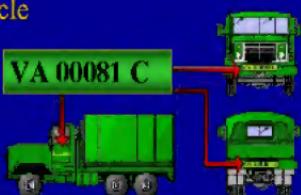
VA 00081 C





CCNs (Cont)



- CCN must be displayed as follows:
 - Both sides of each vehicle
 - Front & back of each vehicle (if possible)
 - Top of the hood of the lead & last vehicles of each march unit



CCNs (Cont)



- The CCN is an 8-digit, 3-part figure consisting of:

① A 2-letter abbreviation of the issuing state

VA 00081 C

② A 5-digit control number

00081

③ A 1-digit type of movement designator



CCN Movement Designators



- Movement designators:
 - C = Regular convoy
 - S = Oversize/Overweight
 - E = Explosives
 - H = Other hazardous materials



CCNs (Cont)



- Example:
 - The 81st convoy originating in Virginia in 2000 & carrying general cargo will be assigned convoy number:

VA 00081 C



Local Area Convoy Numbers



- For AC units, the ITO/UMC may provide with prior coordination with the STARC (DMC), a CCN comprised of 10 digits & 4 sections:
 - ① A 2-letter post identifier
 - ② A 4-digit Julian date
 - ③ A 3-digit sequence number
 - ④ A single digit type movement designator

FE 0059 039 C



Local Area Convoy Numbers (Cont)



- Example:
 - The 39th local convoy originating at Ft Eustis in Virginia on 28 February 2000 will be assigned convoy number:

FE 0059 039 C



Convoy Route Planning



Route Reconnaissance



- Not limited to tactical operations
- Must be done prior to any convoy operation
- Type dependent on time and resources available

- Three types:
 - Map reconnaissance
 - Ground reconnaissance
 - Air reconnaissance





Map



Reconnaissance

- Should always be conducted prior to a highway movement
- Much Information can be obtained from maps including:
 - Road surface type
 - Type of terrain
 - Obstacles
 - Critical points
 - Distances
 - Check points





Ground Reconnaissance



- Should be conducted as soon as map reconnaissance is complete
- Most effective type of reconnaissance
- Provides “real” information





Aerial



Reconnaissance

- Utilized when ground reconnaissance is not possible or for a last minute look at the route



- Provides excellent overview of surface route



- Limited route data



Start Point (SP)



- Convoy commander assumes active control of column at the start point (SP)
- Convoy passes start point at established rate of march and vehicle interval.
- Start point should be a point on the route that is easily recognizable on both map & ground



Release Point (RP)



- A common point from which vehicles in a column with different destinations can be released to continue their assignments
- Unit guides meet their units at the release point & lead them to their designated area
- The release point should be easily recognizable on both map & ground



Halts



- Halt locations should be selected in advance
- Used for rest, refueling, mess and maintenance
- Rest halts scheduled for 15 minutes end of the first hour & 10 minutes every two hours thereafter
- Key points for rest halts:
 - Meal halts are one hour
 - Check on loads during rest halts
 - Refuel at meal halts if necessary



Critical Points



- Critical points that may slow convoy progress should be considered by the convoy commander. They include:
 - Toll roads
 - Bridges
 - Overpasses / Underpasses
 - Constrictions
 - Sharp turns





Route Considerations



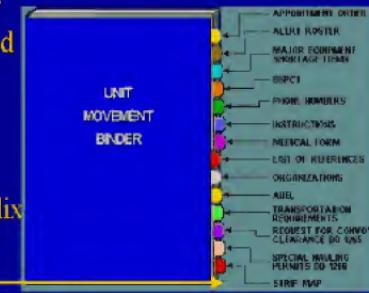
- An alternate route should be identified
- Location of medical facilities & telephones should be noted
- Speed limits should be recorded



Strip Maps



- Strip maps are issued to each driver & other key personnel involved with the convoy
- Strip maps can be included as an appendix to the unit movement plan





Strip Map Preparation

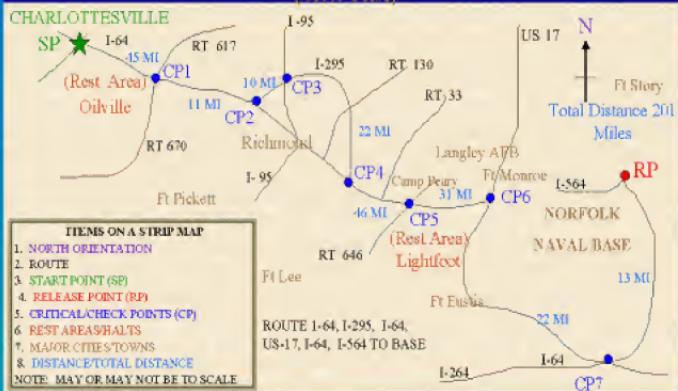


- A strip map is a graphic representation of the route the convoy will travel
- The strip map need not be drawn to scale, but should include the following elements:
 - Start point - Major cities & towns
 - Release point - Critical points & check points
 - Rest areas - Distance between checkpoints
 - Routes - North orientation



Graphic Strip Map

(Not to Scale)





Logistical Support



- Command responsibility
- Logistical requirements should be arranged prior to convoy movement, and could include:
 - Maintenance
 - Billeting - Escorts
 - Refueling - Medical
 - Communication





Safety



- Safety concerns:
 - Drivers and leaders obey signals and orders
 - Proper safety awareness and enforcement
 - Vehicles maintain pace
 - Proper interval maintained



Convoy Activities



Unit Motor Pool



- Unit should complete as many preparations as possible at motor pool area
 - Check Radios and frequencies
 - Check vehicle maintenance
 - Check secondary loads
 - Check protective covers & lashing



Installation Staging Area (ISA)



- Many installations provide large area for convoy staging
- Stage vehicles in convoy order
- Use to perform final preparations



USA Pre-movement Coordination



- UMC or Deployment Support Brigade personnel inspect following:
 - Loads for stowage, bracing, covers & lashing
 - Fuel levels
 - Maintenance, tires, fluids & leaks
 - HAZMAT stowage & documentation
 - Documentation & vehicle marking



Driver Preparation



- Driver preparation includes:
 - Proper rest
 - Licenses and endorsements for vehicle and HAZMAT
 - Aware of convoy route and rules of road
 - Understanding of interval & "4 second Rule"



Convoy Commanders Briefing



- Convoy Commander's briefing
 - Any final changes to convoy
 - Review strip map (issue if necessary)
 - Review any potential problems areas